City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
Diane Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2304680

Applicant Name: Tom Johanson of Mithun Architects and Planners for Seattle Housing Authority

Address of Proposal: 6020 Lanham Place SW

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of four (4) ground related structures and five (5) apartment buildings for a total of 31 low-income units. Parking for 31 vehicles to be provided (High Point redevelopment). Related projects include: #2105600 for a contract rezone, demolition, grading and tree preservation; and #2202170 for a full subdivision, #2301281 for early design guidance.

The following approvals are required:

- **Design Review and Development Standard Departures**, pursuant to Chapter 23.41 Seattle Municipal Code.
- **SEPA - Environmental Determination**, pursuant to SMC Chapter 25.05.

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS[1]

[ ] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

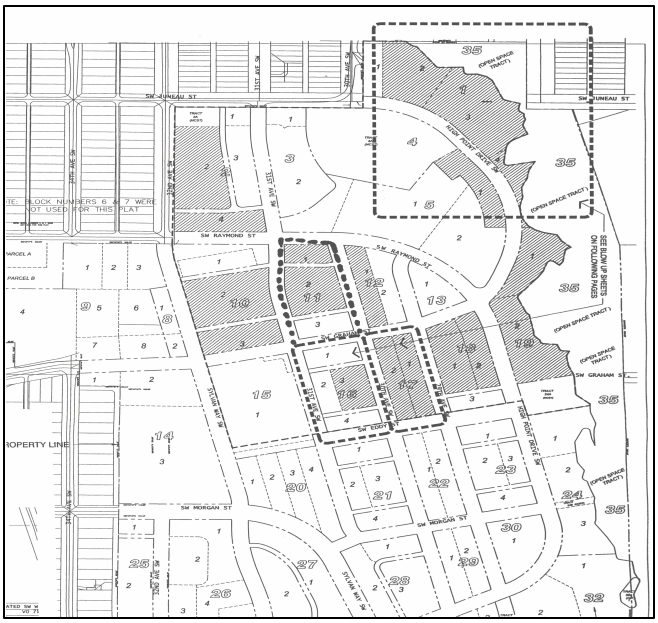
BACKGROUND

Site and Vicinity

The applicant is proposing four (4) ground related structures and five (5) apartment structures to include a total of 31 low-income residential units. Parking for 31 vehicles will be accessed off the adjacent 20-foot wide alleys located along the north and south property lines.

[1] FEIS was submitted on September 2002 addressing both short-term and long-term impacts associated with the High Point redevelopment pursuant to the contract rezone (#2105600) and full subdivision (#2102170).

The site is located in the High Point community in West Seattle. The community was previously zoned Lowrise 1 (L1) and Single Family (SF). The proposal is the first project under the larger proposal to redevelop the High Point community to provide approximately 1,600 units of new housing, approved under MUP 2105600 (rezone),2202170 (full subdivision) and 2301281 (early design guidance) .



The figure above is based on a recent platting action related to the High Point redevelopment (#2202170).

The site for this proposal, following construction of new rights of way under the referenced MUP approvals is a through lot which fronts on both 31st Avenue SW and Lanham Place SW. The site is also located between SW Raymond Street and SW Graham Street but is bound by alleys along the north and south property lines (Lot 2, Block 10).

The site is located in a Multi-Family Residential Lowrise 4 (L-4) zone with a 37-foot base height limit. As a condition of the rezone, the site may only development to the density of an L-2 zone (1 unit/1,200 sq. ft.). Properties in the surrounding area are characterized by single family residential uses with some lower density multi-family development with one and two story commercial developments along 35th Avenue SW. The current proposal for the immediate vicinity of High Point include single family and multi-family structures and will include a public park immediately south of the subject site.

Background

At their April 24, 2003 meeting, the West Seattle Design Review Board received an introduction to the applicant's proposal to redevelop SHA's properties, as part of a two phase project to redevelop High Point. As referenced in the April 24, 2003 report on this project, the applicants will also be seeking the input of the Board in the development of Design Guidelines that will apply to all developments on this site. Development of design guidelines that will apply to the entire site was a requirement of the City Council as part of their approval of the Contract Rezone (MUP 2105600) and Subdivision (MUP 2202170). These guidelines will be developed by the applicant and be reviewed by the West Seattle Board. As required by the City Council, these pending guidelines must be based upon the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings," adopted by the City Council in 1998.

The review of project 2304677-4690 will address site specific design review issues for developments within the SHA rental blocks as well as any requested design departures on these blocks. As part of the approval of the Contract Rezone and Subdivision, a set of Design Guidelines were developed to use in evaluating the urban design issues related to the creation of

new streets and lots. The Board may also use these guidelines to help evaluate the SHA properties. These broader master plan level guidelines are summarized below:

RESPOND TO THE PHYSICAL ENVIRONMENT

- As a 105-acre development site, conditions vary greatly both within the site and in surrounding areas. The site plan should respond to various and distinct features that characterize the built and natural environment, including:
    - The existing street grid alignment on the edges of the site;
    - Topography, particularly contrasting edge conditions; and
    - Patterns of urban form, such as massing and orientation of nearby buildings.
- To show innovation of design and environmental stewardship, the site plan should aim to reduce impervious surface area in alleys, parking areas and streets.
- To reduce the dominance of impervious surfaces, alleys, parking areas and streets should use alternative paving materials wherever possible.

PEDESTRIAN ENVIRONMENT: Defining the Character and Scale of the Block

- To reduce the scale of the block and promote walking in the community, pedestrian walkways and open spaces that create breaks in the street wall and facilitate movement through the development and to surrounding areas should be included.
- If pathways are created to link housing areas outside of the right-of-way system, they should be clearly defined through placement, landscaping or other design features.

CHARACTERISTICS OF THE STREET SYSTEM

- To further improve connectivity, cross block alleys and other innovative approaches to alleys should be used wherever feasible.
- To mitigate the impact that 'superblocks' will have on the development due to the size and shape of adjacent residential blocks, attempts to recreate the residential street grid should be made through building massing, siting, pedestrian features and other methods.
- The design should provide a high level of East/West connectivity to avoid the creation of large "superblocks."
- To minimize impervious surface areas devoted to parking, parking maximums and credit for use of on-street parking should be investigated
- Streets and sidewalks should be designed to take advantage of adjacency to natural features.
- To increase north/south connectivity between S.W. Raymond and S.W. Graham, additional right-of-way should be developed.
- Land Uses should not dictate the street layout or form.
- A hierarchy of streets should be developed and expressed through variations in landscape, buildings, architectural elements, open space and other features of the natural environment.
- Long, undifferentiated alleys should be minimized to optimize goals concerning neighborhood and community development.

RELATIONSHIP WITH SURROUNDING NEIGHBORHOOD

- The S.W. corner of the development should serve as a gateway with strong visual and physical connections into the site.
- To help ensure a successful transition between the existing surrounding neighborhood and the new developments, there should be a strong attempt at integrating the surrounding street layout into the proposed street system.
- Larger blocks, especially those adjacent to the surrounding existing street layout, should be designed with a transition of uses and densities to reduce the impact of larger building forms that would result from this type of change in the grid pattern.
- Uses in larger blocks adjacent to the surrounding existing street layout should be designed and sited to provide a transition between commercial and residential uses.

OPEN SPACE

- To avoid monotony in design and use, each park and significant open space should have different dimensions and activities programmed into their design
- To ensure that the pocket parks are not co-opted by adjacent residents as private open space, a clear delineation of right-of-way, path areas, park space and private realms should be developed.
- Street furniture at pocket parks should be used to provide visual interest, surveillance opportunity and to reinforce the parks' primary function as gathering space.
- Open Space linkages should be promoted and enhanced through increases in property line setbacks, modulation, landscape treatments or other site plan solutions

Distribution of Housing Types

The Joint Board of West Seattle Design Review Board members and members of the City's Design Commission focused on the type and distribution of Housing within the High Point community. Due to the scale of the redevelopment, the desire to 'knit' High Point into the larger community and SHA's own housing design goals, concern has been expressed by a variety of stakeholders during the process concerning the design quality of the housing and the overall distribution within the development site.

ANALYSIS – DESIGN REVIEW

Early Design Guidance meetings

At their April 24, 2003 meeting, the Board expressed concern about the type of tandem parking proposed for Block 17, general concern over the amount of parking being provided for the development and the lack of accessory structures for parking. The Board indicated that the proposed tandem parking on Block 17 was not a characteristic of West Seattle, which the Board noted was at odds with the larger goal of reconnecting High Point to the larger West Seattle development context. Further, the Board remarked that accessory structures used for parking, especially in front yards, was a characteristic of West Seattle development that was not present in the proposal. Finally, the Board was concerned that the amount of parking would not be sufficient given the proposed densities for the development sites.

In their presentation, the development team provided an overview of the parking requirements for the project for all of the proposed housing types, including single family, duplexes and multi unit ground related townhouse structures. The parking requirements for low income housing units were detailed along with other parking requirements for both market rate developments and senior housing development sites that are not being developed by SHA. Based on the applicant's analysis, it appears that the development will have more than the minimum required off-street parking to absorb any overspill parking.

To address the Board's concerns about the appearance of the tandem parking, the development team proposes a number of solutions to improve the streetscape on Block 17. One solution proposes using a shared 10 foot curbcut for two residences that will widen at the property line with parking screened by landscaping. Also under consideration are pavement treatments to soften the appearance of the tandem parking. The development team also noted that this solution was done at SHA's Holly Park redevelopment. Finally, the development team noted that the funding from HUD for Hope VI projects precludes the use of funds to create accessory structures for parking. However, the applicant team indicated that some of the housing types, particularly the proposed two story 'Carriage' units on certain blocks, will be designed to have enclosed parking at grade level with a dwelling unit located above. This type of structure has been incorporated at other SHA redevelopment projects

As part of the May 8, 2003 presentation, the development team presented a series of images depicting the types of housing currently under consideration by SHA. As represented by the development team, these housing types were developed following a survey of existing High Point residents to consider preferred types of housing. The examples shown were based on block types, including those blocks with or without alleys, housing types surrounding pocket parks, the relationship of housing to natural features and the orientation of housing types based upon the configuration of each block.

At the June 12, 2003 meeting, the development team presented to the Board a matrix of proposed departures for the lots associated with this project. Examples of New Holly were produced to compare and contrast the proposed combined driveways (reduced driveway width) and recessed parking pads for High Point. The presentation and departure discussion continued through the June 26th meeting.

The July 10, 2003 presentation was given to clearly describe the amount of landscaping to be proposed and for the Board to begin prioritizing design guidelines for the project. Brian Sullivan of Mithun gave a brief overview of the High Point redevelopment and pointed out some key sites that landscape architect Nakano & Associates were going to present examples of proposed unit and block-level landscaping. Associates from Nakano then gave a brief example of the landscaping proposed and demonstrated how the landscaping provided will be well above the minimum of 25% of the total lot area per site.

At the September 25, 2003 meeting, Brian Sullivan presented those specific sites that involved additional departures identified by DCLU review.

Public Comments

Public notice of the Master Use Permit application was published on August 11, 2003 and mailed to neighboring properties within 300 feet of the project site. The public comment period ended on August 24, 2003. No comment letters were received for this project.

In addition, nine meetings occurred before the Design Review Board for West Seattle, which included all 14 projects associated with the High Point redevelopment (phase I). Approximately 10 people from surrounding properties attended these meetings at various times.

At these meetings, the Board also took public comment concerning the proposal from citizens that were in attendance at the meeting. Following their deliberation, the West Seattle Design Review Board prioritized the following guidelines, identifying by letter and number those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Multifamily and Commercial Buildings"* of the highest priority to this project:

A-1 Responding to Site Characteristics
A-2 Streetscape Compatibility
A-3 Entrances Visible from the Street
A-5 Respect for Adjacent Sites
A-6 Transition Between Residence and Street
A-7 Residential Open Space
A-8 Parking and Vehicle Access
A-10 Corner Lots
B-1 Height, Bulk and Scale Compatibility
C-1 Architectural Context
C-2 Architectural Concept and Consistency
C-3 Human Scale
C-4 Exterior Finish Materials
D-1 Pedestrian Open Spaces and Entrances
D-2 Blank Walls
D-3 Retaining Walls
D-4 Design of Parking Lots Near Sidewalks
D-6 Screening of Dumpsters, Utilities and Service Areas
D-7 Personal Safety and Security
E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
E-2 Landscaping to Enhance the Building and/or Site
E-3 Landscape Design to Address Special Site Conditions

For the October 23, 2003 recommendation meeting, Gayle Stager from Nakano & Associates gave an overview of the planting schedule, the orientation of the landscaping, and quantity proposed for the High Point redevelopment.

In addition to the update on landscaping, Brian Sullivan from Mithun Architects presented the final design proposals for Phase I of High Point in a block by block format so that the Board could review the designs and departures while conditioning each development site accordingly.

The following projects were reviewed and conditioned by the Board: **#2304685**(Block 2, lot 2), **#2304686**(Block 2, lot 4), **#2304678**(Block 19, lots 1 & 2), **#2304688**(Block 4, lot 1) and **#2304681**(Block 1, lots 2, 3, & 4).

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: NOVEMBER 20, 2003 MEETING

At the final recommendation meeting, Brian Sullivan from Mithun Architects presented the final design proposals for Phase I of High Point in a block by block format so that the Board could review the designs and departures while conditioning each development site accordingly. The following projects were reviewed and conditioned by the Board: **#2304679**(Block 10, lot 3), **#2304680**(Block 10, lot 2), **#2304682**(Block 11, lot 2), **#2304683**(Block 11, lot 1), **#2304687**(Block 12, lot 1), **#2304690**(Block 16, lot 3), **#2304689**(Block 17, lots 1 & 2), **#2304677**(Block 18, lots 1 & 2), **#2304684**(Block 14, lot 1).

As the Board requested, Brian also presented several fencing designs of varying height and transparency and gave examples of where the different designs would be used.

Departures from Development Standards:

Several departures have been requested at the time of this meeting and are listed below. The Board unanimously recommended granting **APPROVAL** of all of the requested departures presented at the October 23, 2003 and November 20, 2003 final recommendation meetings.

SUMMARY OF DEPARTURE REQUESTS

Development Standard	Allowable	Proposed	Departure and Rationale	Recommendation
Modulation at Interior Facades	Interior facades within a cluster development all interior facades wider than forty (40) feet shall be modulated according to the standards of subsection D of Section 23.45.012, provided that the maximum modulation width shall be forty (40) feet.	No modulation at interior facades.	**No modulation at facing interior facades.** The carriage house in the backyard and the building façade facing it are not modulated. To reduce the complexity of the buildings and to provide more usable open space, no modulation is provided at the facing façades.	Recommended approval.
Modulation at Apartment Buildings	The minimum depth of modulation shall be four (4) feet in Lowrise 2 and Lowrise 3 zones and for townhouses in	6' Modulation	**Reduce modulation depth for apartments to 6'** The majority of the units in the project are	Recommended approval.

	Lowrise 4 zones, and eight (8) feet for apartments in Lowrise 4 zones		townhouse units, and a 6' is typically used at all the buildings. The upper floor units in the Barrier Free buildings and the Carriage House units would be considered apartments, and would be required to have an 8' modulation. In order to maintain consistency in design, provide a maximum amount of private open space, a 6' modulation is requested.	
Side Setback	6' average, 5' minimum.	0', 10' to centerline of alley.	**Reduce side setback facing alley to 0' for apartments.** A carriage house and apartments are proposed within the side yard facing the alley to screen some of the parking and to provide secure parking for residents. The setback is reduced to minimize the amount of paved area and increase the amount of usable open space.	Recommended approval.
Structure Width	Townhouses = 150'	156' for background building at Pocket Park.	**Allow townhouse building width of 156' at Pocket Park.** To provide as close a relationship as possible to the pocket park, the units are joined into one building. This provides a strong backdrop for the pocket park, eliminates the problem of pedestrian cross block traffic, and provides more usable open space at the front and rear of the units. Also creates diversity in the planning of the various pocket parks.	Recommended approval.

Modulation along front facade	Every 30' w/out entry facing street. Every 40' w/entry facing the street	Allow 38' in width w/out entry facing the street.	**Allow 38' in width w/out entry facing the street.** The units along the street are oriented towards the park to provide a sense of ownership. The cover porches extend towards the street providing an opportunity to put eyes on the street.	Recommended approval.

SUMMARY OF RECOMMENDATION

In general, the Board members in attendance indicated that the project met the Design Guidance that was prioritized at their previous meetings. The Board also indicated that there had been considerable effort by the applicant in developing the design, including addressing the concerns raised at previous meetings.

Therefore, after considering the proposed design and the project context and reconsidering the solutions presented in relation to the previously stated design priorities, the three Design Review Board members in attendance unanimously recommended **APPROVAL** of the subject design and recommended several conditions.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director is bound by any consensus approval of the design and requested design departures, except in certain cases, in accordance with Section 23.41.014.F.3. These exceptions are limited to inconsistent application of the guidelines, exceeding the Board's authority, conflicts with SEPA requirements, or conflicts with state or federal laws. The Director has reviewed the Citywide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director also concurs with the conclusions of the Board that the project does meet the City-wide design guidelines.

DECISION - DESIGN REVIEW

The Director accepts the Board's recommendations to approve the project design and the requested departures Conditions listed below are provided to ensure that the design details approved with this project are implemented through construction.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental impact statement (EIS) submitted by the applicant and dated September 24, 2002, and reviewed by this Department. This information in the EIS, supplemental information provided by the applicant (plans, including landscape plans, traffic analysis); comments from members of the community, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

> "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations)."

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

ENVIRONMENTAL IMPACTS

The proposed and approved contract rezone and full subdivision for High Point required an EIS to evaluate the impacts of the High Point redevelopment. The FEIS considered the following environmental impacts: Earth; Air; Water; Energy; Environmental Health; Plants and Animals; Noise; Land Use; Light and Glare; Aesthetics; Cultural/Historic Resources; Housing Relocation; Population; Socioeconomic Conditions; Environmental Justice; Transportation; Parks and Recreation; Public Services; Circulation and Parking. The FEIS was adopted by the department on September 24, 2002, during the review of the contract rezone and full subdivision. A copy of the FEIS was reviewed by DPD for this SEPA conditioning associated with the High Point redevelopment.

The information provided by the applicant and its consultants, the public comments received, and the experience of the lead agency with the review of similar proposals form the basis for review and conditioning of the proposal. The potential environmental impacts may be referenced by the Draft and Final EIS. Where appropriate, mitigation may be required pursuant to Seattle's SEPA Ordinance (SMC 25.05).

Short-term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff;
- erosion;
- increased traffic and demand for parking from construction equipment and personnel;
- increased noise levels;
- occasional disruption of adjacent vehicular and pedestrian traffic;
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Noise

In addition to the Noise Ordinance requirements in SMC 25.08, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays and Sundays from 9:00 a.m. to 6:00 p.m.:

1. Surveying and layout;

2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. As a condition of this decision, the applicant will be required to submit a noise mitigation plan to DPD for review and approval before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Grading

A mass grading permit for this site has been reviewed and issued at the time of this decision. Minimal additional grading is proposed for the construction on site. If material is transported to or from the site, City code (SMC 11.74) provides that material hauled in trucks not be spilled

during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Parking

Construction of the project is proposed to last for approximately 12 months. Concerns were raised through the review process concerning the effect of construction related traffic impacts on adjacent streets. On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties.

Accordingly, the owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible. To further facilitate this effort, the owner and/or responsible party shall submit a construction phase transportation plan. The plan shall identify approximate phases and duration of construction activities, haul routes to and from the site, address ingress/egress of trucks/personnel/equipment and construction worker parking. These conditions will be posted at the construction site for the duration of construction activity. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: potentially decreased water quality in surrounding watersheds; increased bulk and scale on the site; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; increased energy consumption, increased on-street parking demand. These long-term impacts are not considered significant because the impacts are minor in scope and SEPA mitigation is not required.

Parking

With this proposal, parking for 31 vehicles will be provided on-site for the low-income housing. Based on supplemental census data, the average vehicles available per unit for a household income of 30%-50% of the median income are 0.96. The average vehicles available per unit for a household income of 30% or less of the median income are 0.46. When applying these calculations to the percentage of low-income residential units proposed with this development, 31 spaces is more than adequate to mitigate peak parking demand. The proposed development will likely have no significant adverse impact on street parking and thus mitigation measures would not be necessary.

Other Impacts

Several adopted Codes and Ordinances and other Agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption). The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION - SEPA

Environmental impacts for the proposal were identified and analyzed in the Final Environmental Impact Statement issued by Seattle Housing Authority. DPD has the authority to mitigate impact pursuant to the city's SEPA practices. Therefore, the proposal is **CONDITIONALLY APPROVED** subject to the conditions/mitigating measures noted at the conclusion of this report.

CONDITIONS - DESIGN REVIEW

Non-Appealable Conditions

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bryan Stevens, 684-5045). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

2. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bryan Stevens, 684-5045), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

3. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

Prior to Issuance of the Master Use Permit

1. Provide and attach relevant portions of the recorded full subdivision (project #2202170) to all sets of plans and update the legal description to match the final plat.

2. The dormers, gables, and roof pitch on the structures shall remain as shown on the November 20, 2003 recommendation meeting (see 11" x 17" packet).

3. Provide a variety of fencing along the street to maintain individuality between sites and structures.

4. Provide a distribution of materials on the structures to emulate the architectural context of West Seattle. For example, use 1/3 vinyl siding and 2/3 hardy board or shingles.

5. Use a low level lighting in the common open space located in the center of the lot to provide security. Providing motion sensors at the north and south entries to the common area is recommended.

6. Provide a lower fence height on the private open space which abuts the common open space located in the center of the lot to put eyes on the common area.

Prior to Final Inspection of Construction Permit:

1. A lighting plan that addresses pedestrian safety within the interior parking lots, street property lines, and common open space should be developed for review and approval by DPD. The design should use low level, well distributed lighting for pedestrian safety and minimal lighting spill over.

During Construction:

1. All changes to the exterior facades of the building and landscaping on site and in the ROW must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Prior to Issuance of a Certificate of Occupancy:

1. Compliance with the approved design features and elements, including exterior materials, roof pitches, facade colors, landscaping and ROW improvements, shall be verified by the DPD Planner assigned to this project. Inspection appointments with the Planner (Bryan Stevens, ph.206-684-5045) must be made at least 3 working days in advance of the inspection.

CONDITIONS - SEPA

Prior to issuance of any Construction or Grading Permits

1. The owner(s) and/or responsible party(s) shall secure DPD Land Use Planner approval of construction phase transportation and pedestrian circulation plans. Appropriate SDOT and/or King County METRO participation in development of the plans shall be documented prior to DPD approval. The plans shall address the following:

    - Ingress/egress and parking of construction equipment and trucks;
    - Truck access routes, to and from the site, for the excavation and construction phases;
    - Street and sidewalk closures;
    - Potential temporary displacement/relocation of any nearby bus stops.

During construction:

1. The owner(s) and/or responsible party(s) shall comply with the construction phase parking plan. A copy of that plan must be kept on-site.

2. All construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays and Sundays from 9:00 a.m. to 6:00 p.m.:

   - Surveying and layout;
   - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. These hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. The applicant will be required to submit a noise mitigation plan to DPD for review before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

Signature: (signature on file) Date: May 13, 2004

Bryan Stevens, Land Use Planner
Department of Planning and Development
Land Use Services

BCS:rgc
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